



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Update on the proposed Alternatives for the Draft 2012 RTP/SCS

October 12, 2011
Plans and Programs Technical
Advisory Committee

Alternatives Development Framework

Guiding Principles

- Consider economic competitiveness and overall economic development in framing the alternatives
- Respect County Transportation Commission decisions, which support sustainable development in the long run
- Respect and integrate Subregional SCS
- System preservation will be given higher priority in the use of new revenues
- Evaluate each of the alternatives using a set of performance measures
- Support transportation strategies that would support sustainable development

Alternatives Development Framework

- All alternatives embed county projects included in the 2008 RTP amendment #4 with more recent updates.
- Primary differences among alternatives:
 1. Socio-economic and land use assumptions
 2. Congestion pricing and revenue generation strategies
 3. Incremental spending from new revenues on transportation: preservation, transit, environmental mitigation, regional projects, non-motorized

Alternatives Development Framework

Baseline/No-Project Definition

- Uses technical trend (not locally supported) growth forecast based on historic data and existing land use patterns
- Only includes programmed projects in the current TIP (2011 FTIP) that have environmental clearance and/or have substantial work underway
- **All alternatives will be compared to Baseline**

Alternative A : Modified 2008 RTP

- 2012 RTP/SCS local input utilizing updated general plans and existing land use data and consultation with local jurisdictions beginning in May 2009
- Includes transportation projects currently committed as reflected in the 2008 RTP Amendment #4 with more recent updates from the commissions
- Assumes these funding as adopted in the 2008 RTP

Alternative A : Modified 2008 RTP Continued...

- Embeds progressive land use as reflected in the locally supported SED input
- Includes significant investments in transit such as:
 - Purple Line Extension to Westwood
 - Gold Line Extension to Glendora
 - Metrolink San Jacinto and Temecula Extension
 - High frequency Metrolink service from Laguna Niguel to LA
 - Rail feeder service in Orange County
 - Anaheim Rapid Connector
 - New BRT services in Orange County
 - Redlands Rail
 - E Street Corridor

Committed Projects Example - Rail Investments

Build 2035 Fixed-Guideway Transit Network (2008 RTP)

20%

Regional transit
ridership
growth since
2000



Alternative A – What are we looking for?

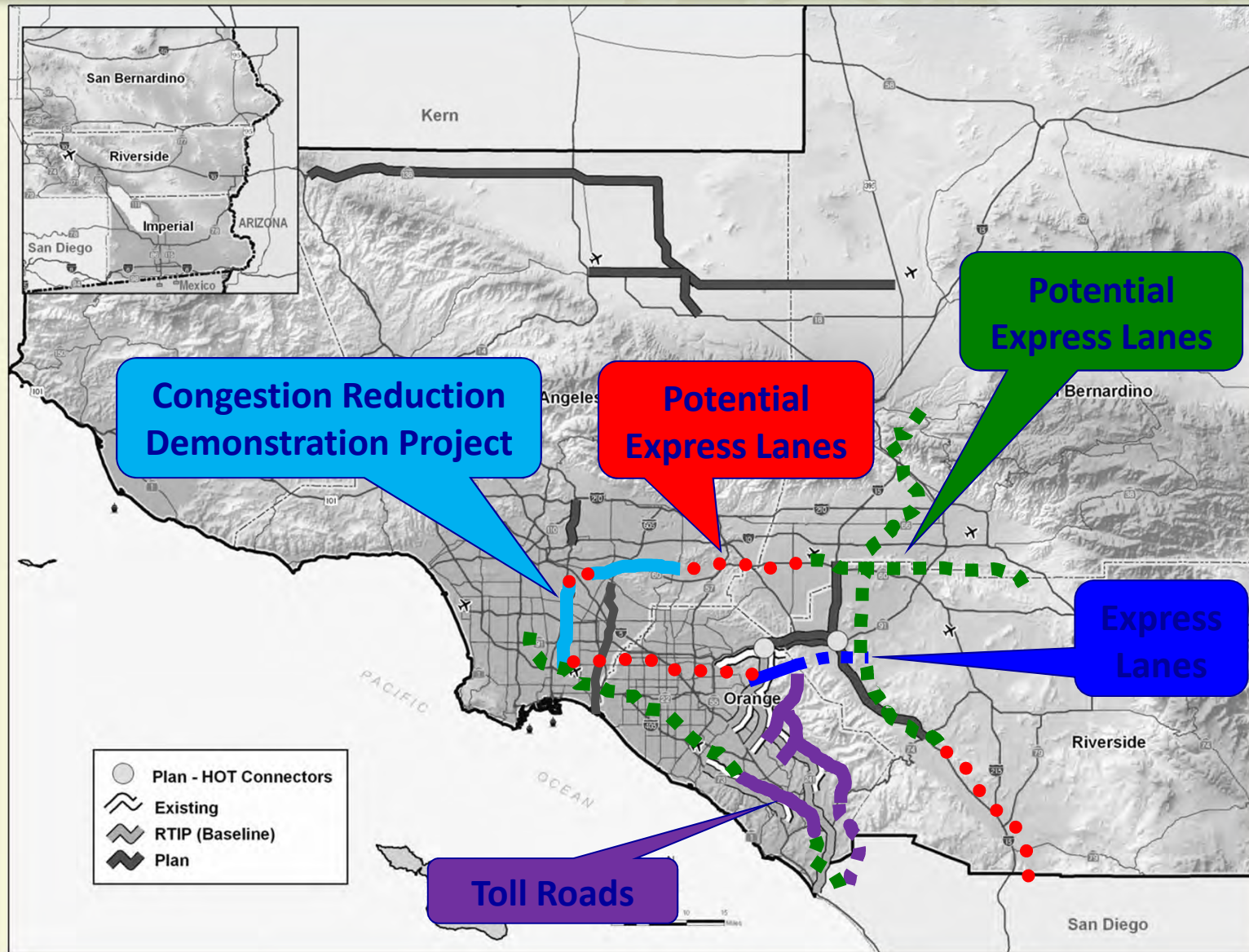
- To what extent do the (a) progressive land use strategies already reflected in the locally supported SED in conjunction with (b) committed transportation projects by the counties contribute to achieving our goals :
 - Conformity
 - SB 375
 - System performance

Note: This alternative may fall short of meeting state/federal requirements pending model results.

Alternative B :Building on our Success

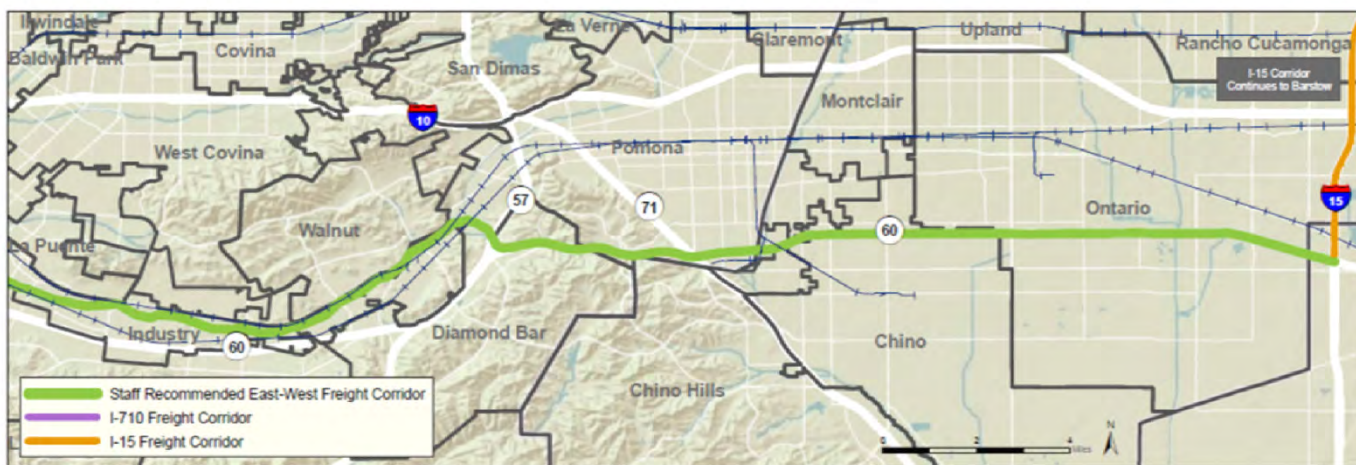
- Strategically builds off of Alternative A Land Use
- Existing funding gaps addressed by congestion pricing revenues and other sources (e.g., toll revenues on 710 truck lane)
- Congestion pricing strategies: Strategic HOT Lane Network, Los Angeles Cordon Pricing Pilot Demonstration, User Fee Enacted in 2020 by Congress/State
- High Speed Rail – Phase I and LOSSAN improvements
- Preservation – Maintain current conditions
- Goods Movement – Implement Commission GM projects, EW Corridor, selected grade crossing, selected truck bottlenecks improvements

Tolled Highway Facilities



Goods Movement System

Potential East-West Freight Corridor



Alternative B: Building on our success Continue...

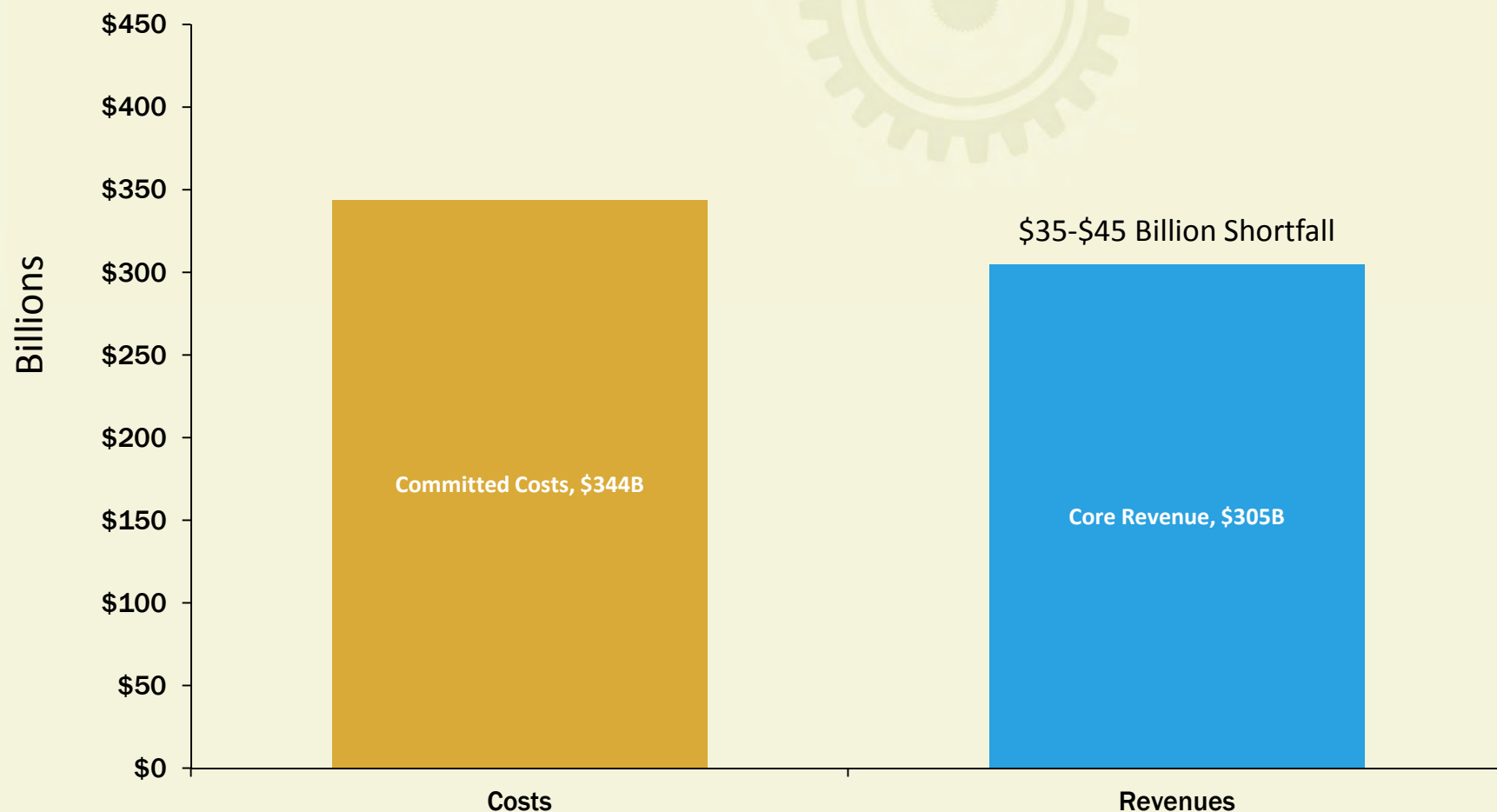
- Increased funding levels for bike/ pedestrian improvements, TDM and TSM.
- Implement LA Metro's 30/10 Initiative by 2035
- Additional transit improvements proposed over and beyond what is included in the Alternative A
 - Targeted expansion of existing and planned fixed guideways to close gaps
 - Add services on highly utilized corridors
 - Add BRT service on targeted corridors
 - Add Express service on proposed HOT Lane Network

Alternative B Land Use

- Based on extensive local input process to reflect emerging trends to better integrate land use and transportation plans
- Represents increase or decrease in housing and/or jobs in certain cities based on adequacy of infrastructure
- Emphasizes both residential and employment development in Transportation Priority Project Areas (TPPs)
- Meets expected demand for a broader range of housing types, with new housing focused towards smaller-lot single family homes, townhomes, and multifamily condominiums and apartments

Initial Shortfall

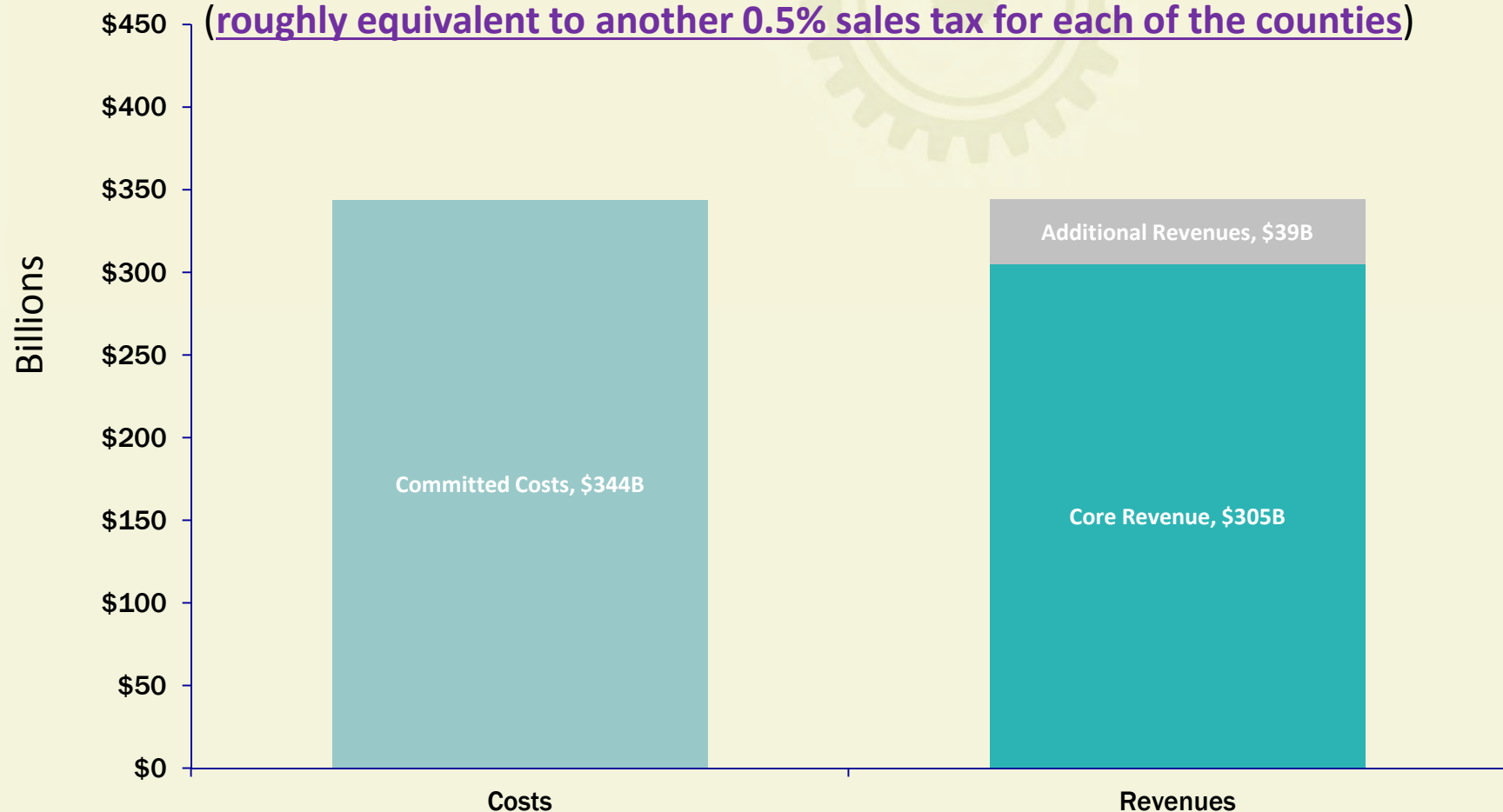
Committed Costs – Core Revenue



Balancing Options To Deliver Committed Projects

\$0.90 Gas Tax Per Gallon or \$0.033 Per Mile Fee*

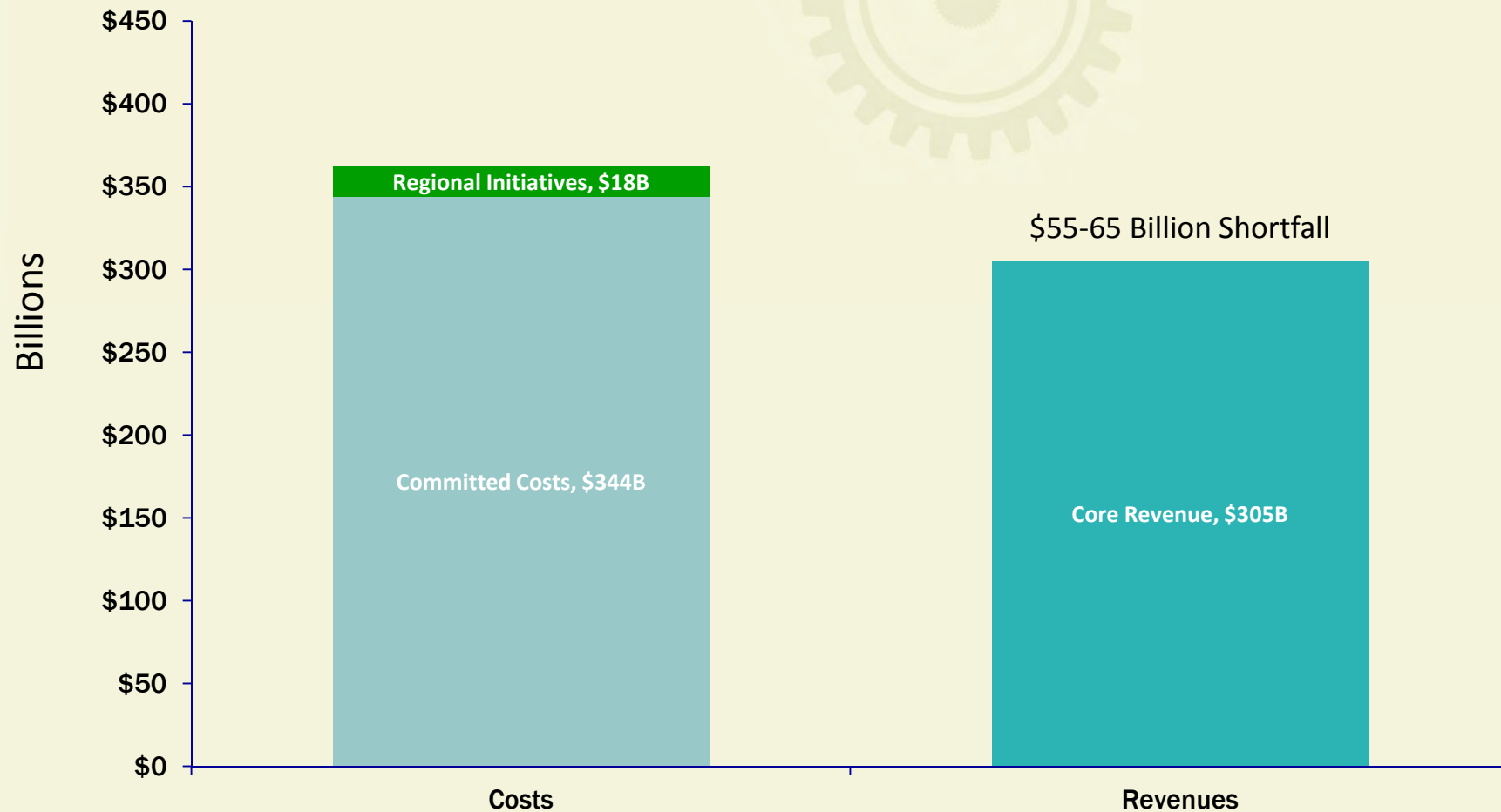
(roughly equivalent to another 0.5% sales tax for each of the counties)



* Additional revenues are assumed to start in 2020; gas tax reflects total rate (including existing \$0.54 per gallon); mileage-based user fee would replace existing gas tax

Revised Shortfall

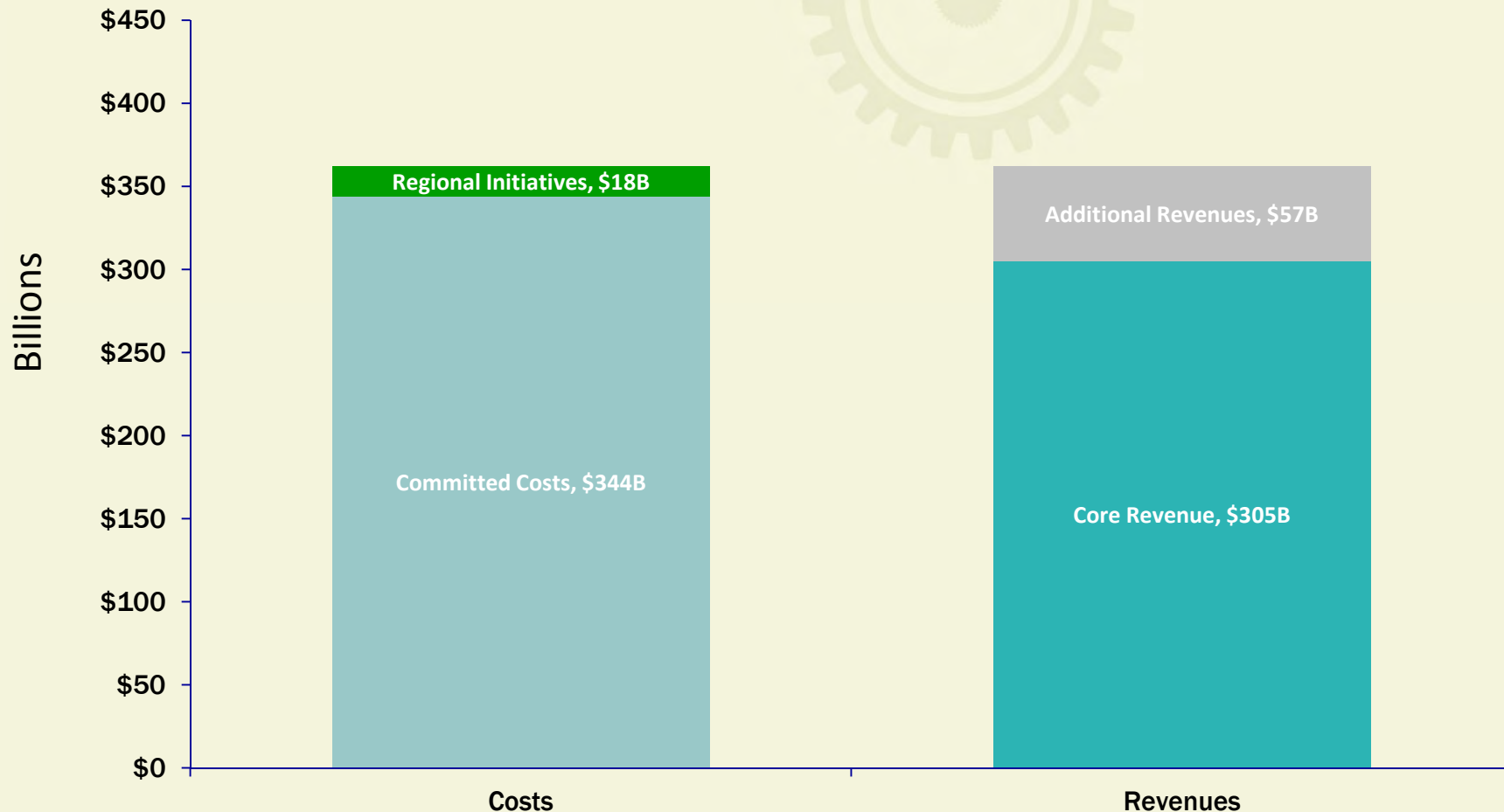
(Committed Costs + Regional Initiatives) – Core Revenue



Balancing Options

To Deliver Committed Projects and Regional Initiatives

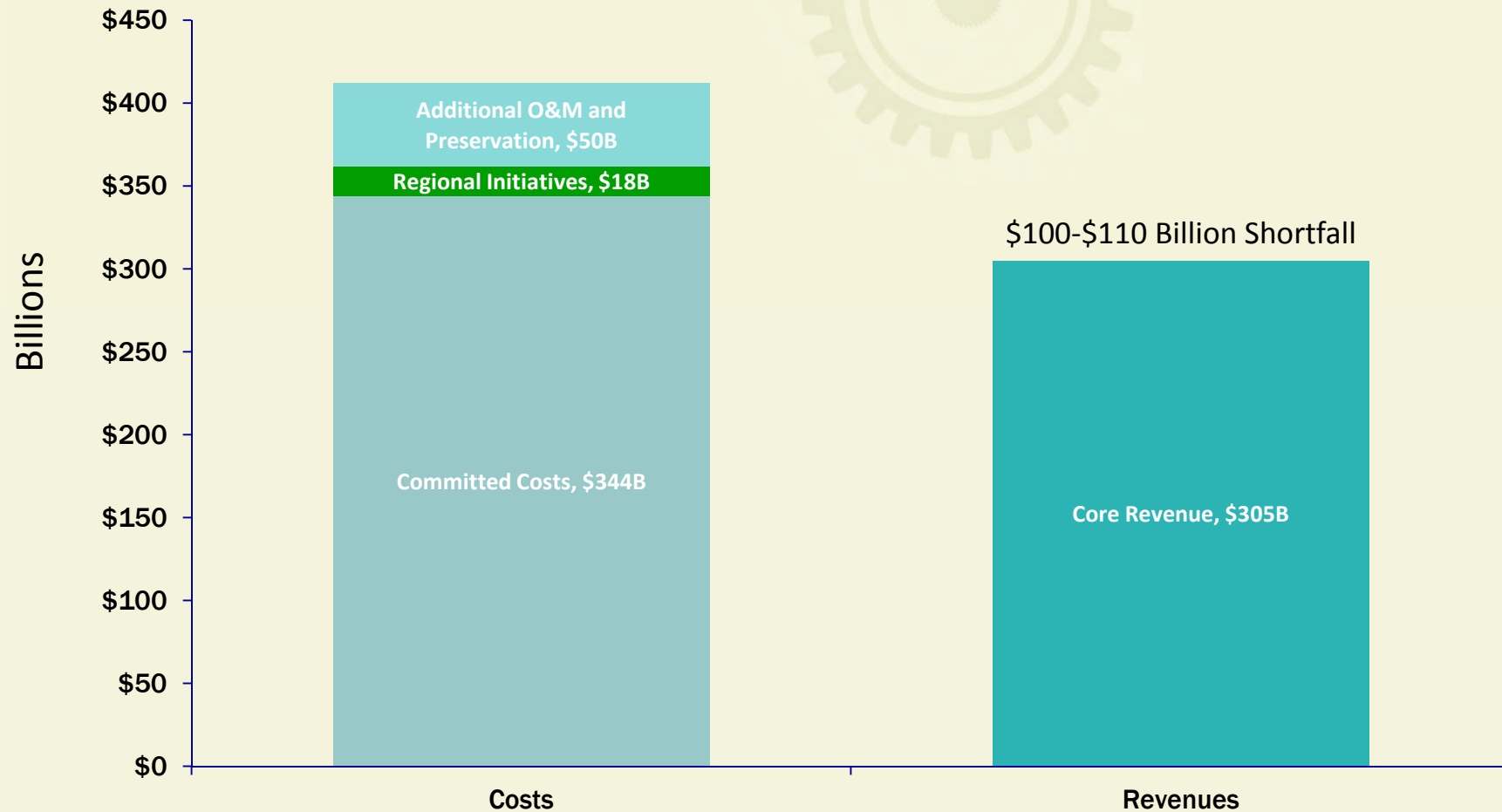
\$1.07 Gas Tax Per Gallon or \$0.039 Per Mile Fee*



* Additional revenues are assumed to start in 2020; gas tax reflects total rate (including existing \$0.54 per gallon); mileage-based user fee would replace existing gas tax

Revised Shortfall

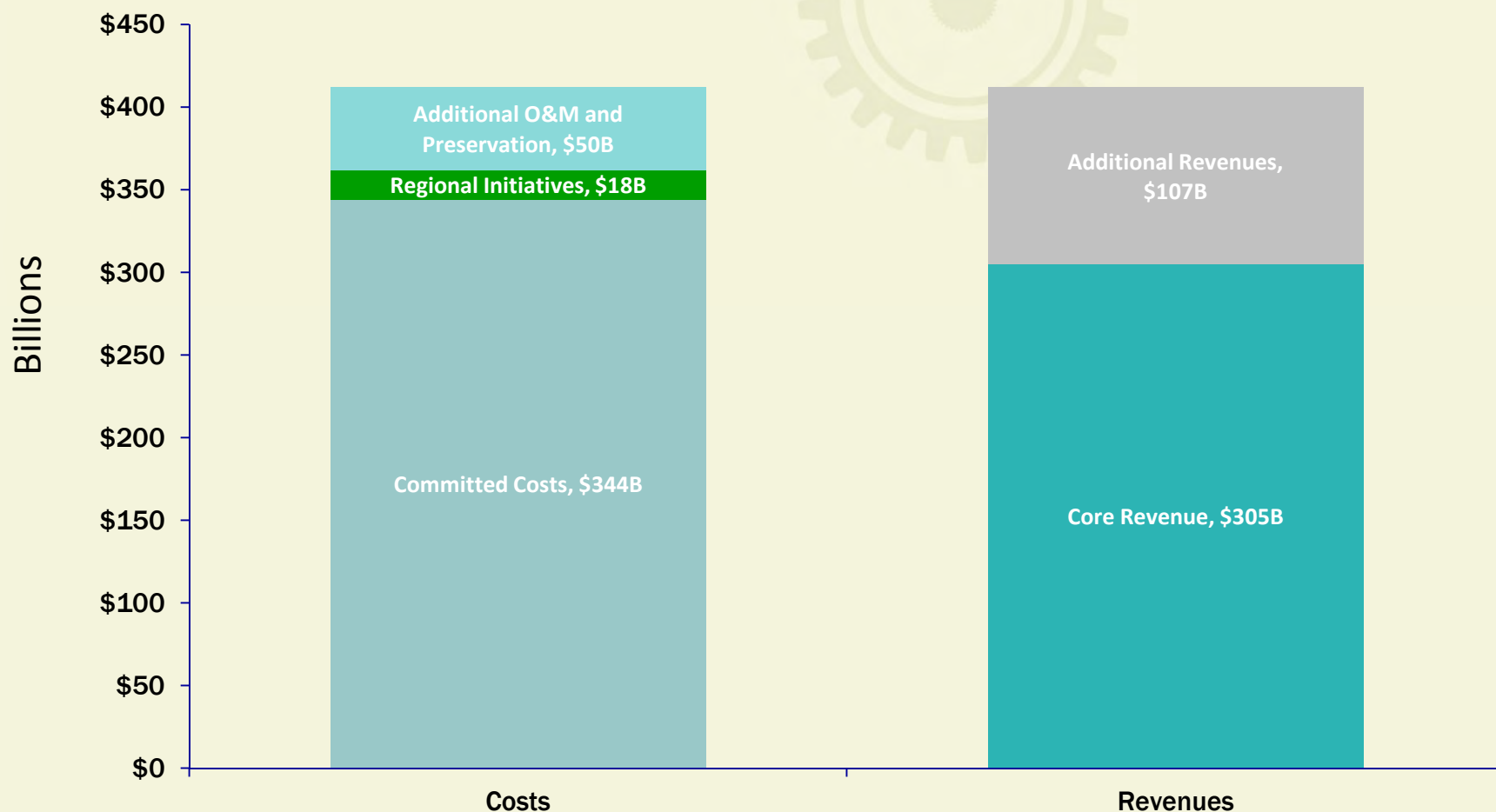
(Committed Costs + Regional Initiatives + Additional O&M and Preservation)
– Core Revenue



Balancing Options

To Deliver Projects and Maintain Current Condition

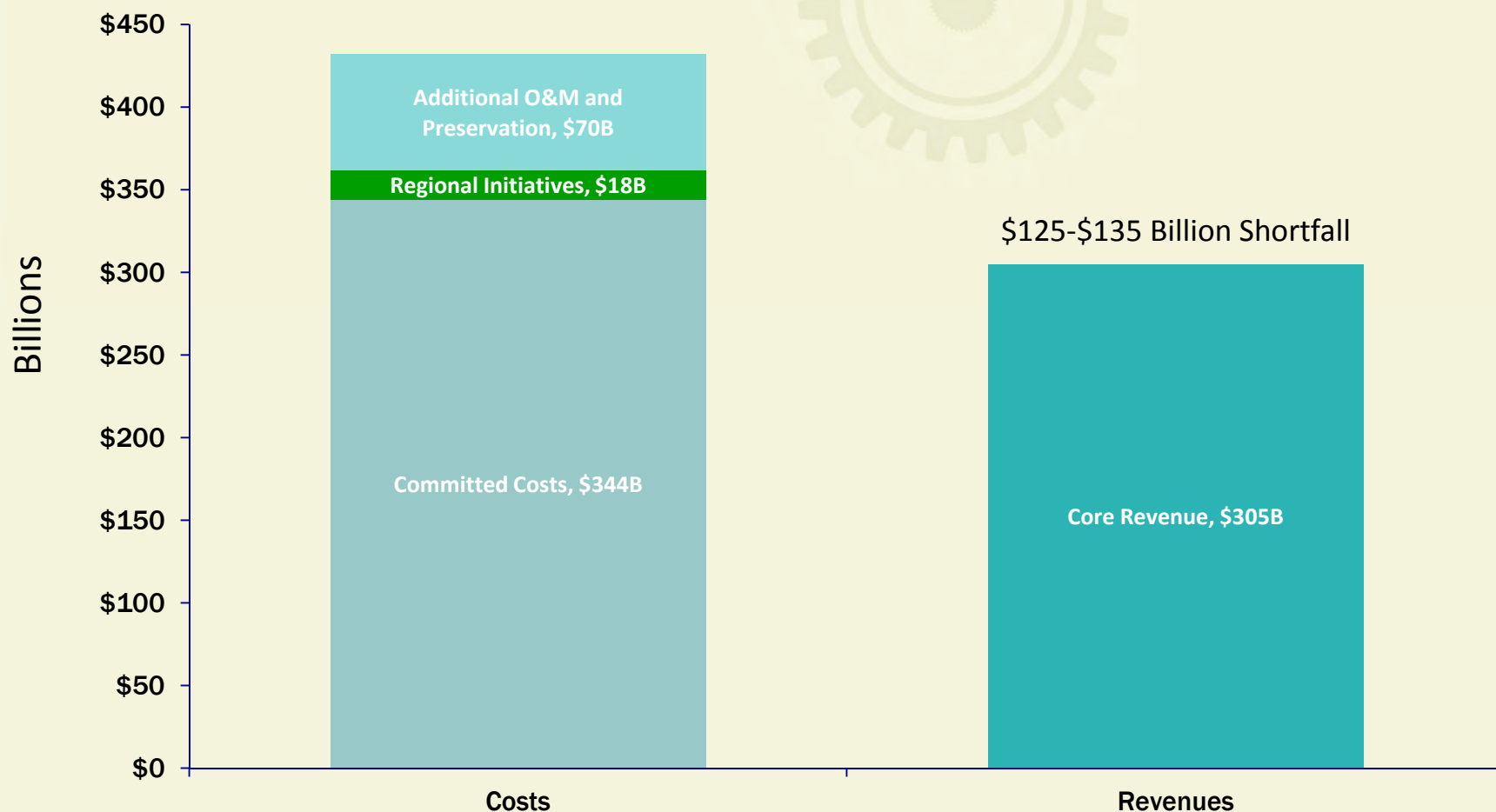
\$1.54 Gas Tax Per Gallon or \$0.056 Per Mile Fee*



* Additional revenues are assumed to start in 2020; gas tax reflects total rate (including existing \$0.54 per gallon); mileage-based user fee would replace existing gas tax

Revised Shortfall

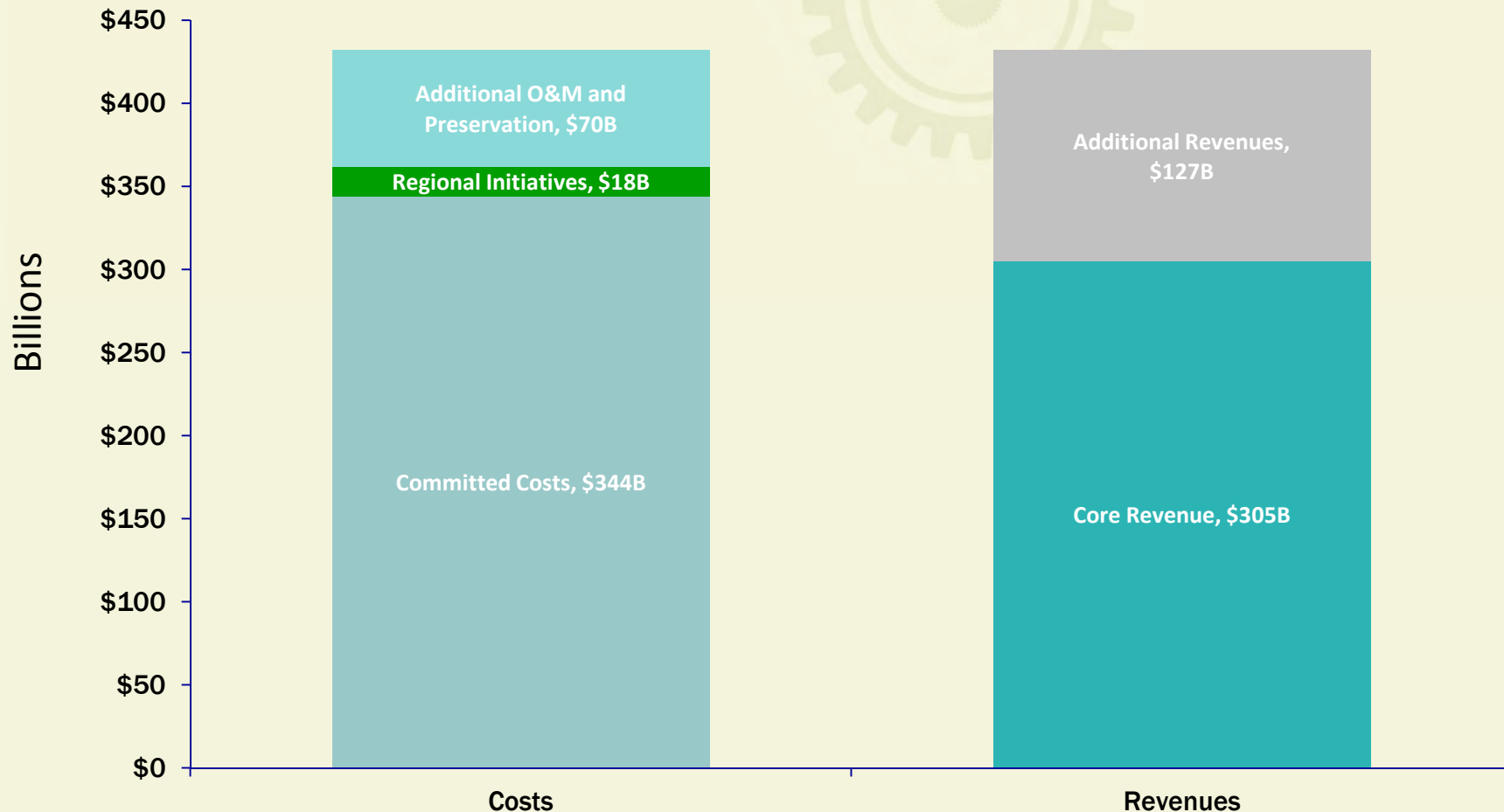
(Committed Costs + Regional Initiatives + Additional O&M and Preservation)
– Core Revenue



Balancing Options

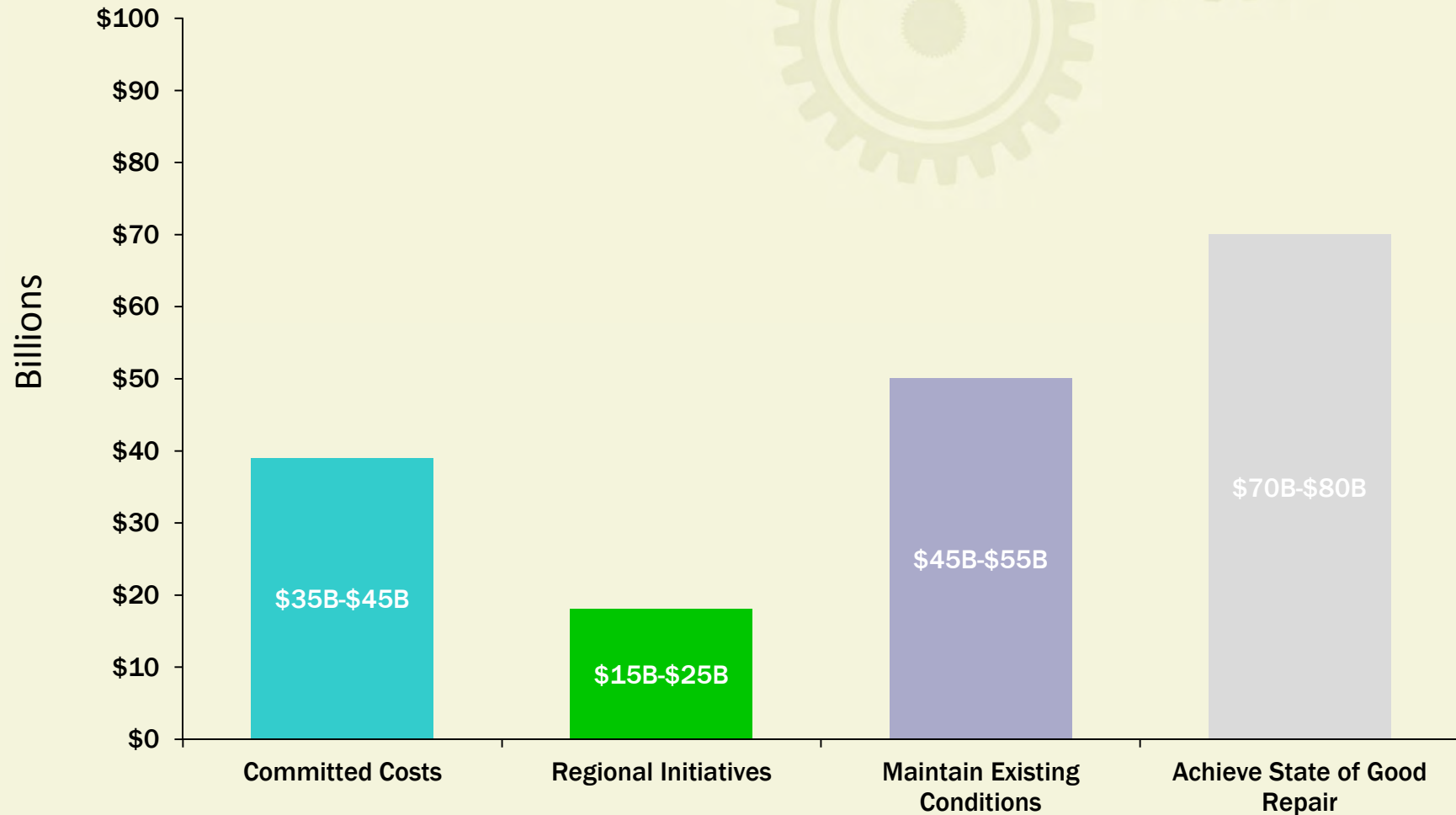
To Deliver Projects and Achieve State of Good Repair

\$1.73 Gas Tax Per Gallon or \$0.063 Per Mile Fee*



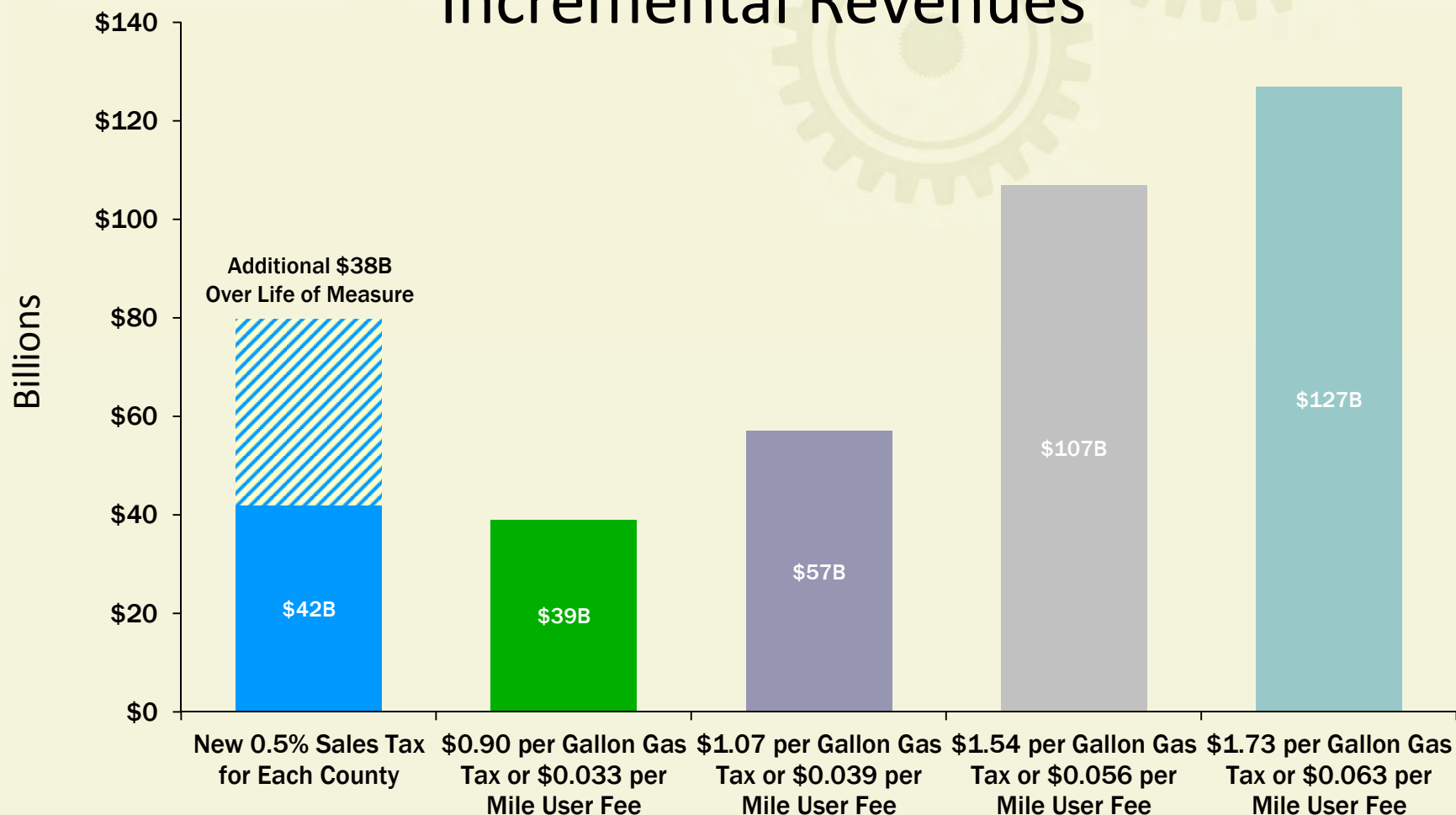
* Additional revenues are assumed to start in 2020; gas tax reflects total rate (including existing \$0.54 per gallon); mileage-based user fee would replace existing gas tax

Summary of Funding Shortfalls



Summary of Funding Options to Address Shortfalls

Incremental Revenues*



* Additional revenues are assumed to start in 2020; gas tax reflects total rate (including existing \$0.54 per gallon); mileage-based user fee would replace existing gas tax

Alternative B – What are we looking for?

- What impacts (beyond Alternative A) would our congestion pricing strategies in conjunction with non-motorized and TDM investments produce?
 - How much higher will transit mode share be, especially to and from downtown Los Angeles?
 - How many trips are eliminated?
 - How many additional carpools did we incentivize?
 - What is the reduction in VMT?
 - What is the reduction in congestion? Truck delays?
 - What are the reductions in pollutants and GHG emissions?
 - How does this impact conformity/SB 375
- What will be the potential impact on our economy?

Alternative B – How will this perform?

We cannot be sure until we have the model results. But, it is most likely to:

- Meet federal and state requirements
- Provide more travel choices
- Improve mobility and accessibility
- Improve our transportation asset conditions
- Stimulate the economy and generate more jobs

Alternative C: Pushing the Envelope

- Strategically builds off of Alternative B Land Use
- Strategic shifts of households and jobs across jurisdictions to achieve a better jobs/housing balance
- Additional growth in fixed guideway transit oriented development (TOD) districts
- Additional investments in transit, bike/ped improvements and TDM beyond Alternative B to support more progressive land use in this alternative

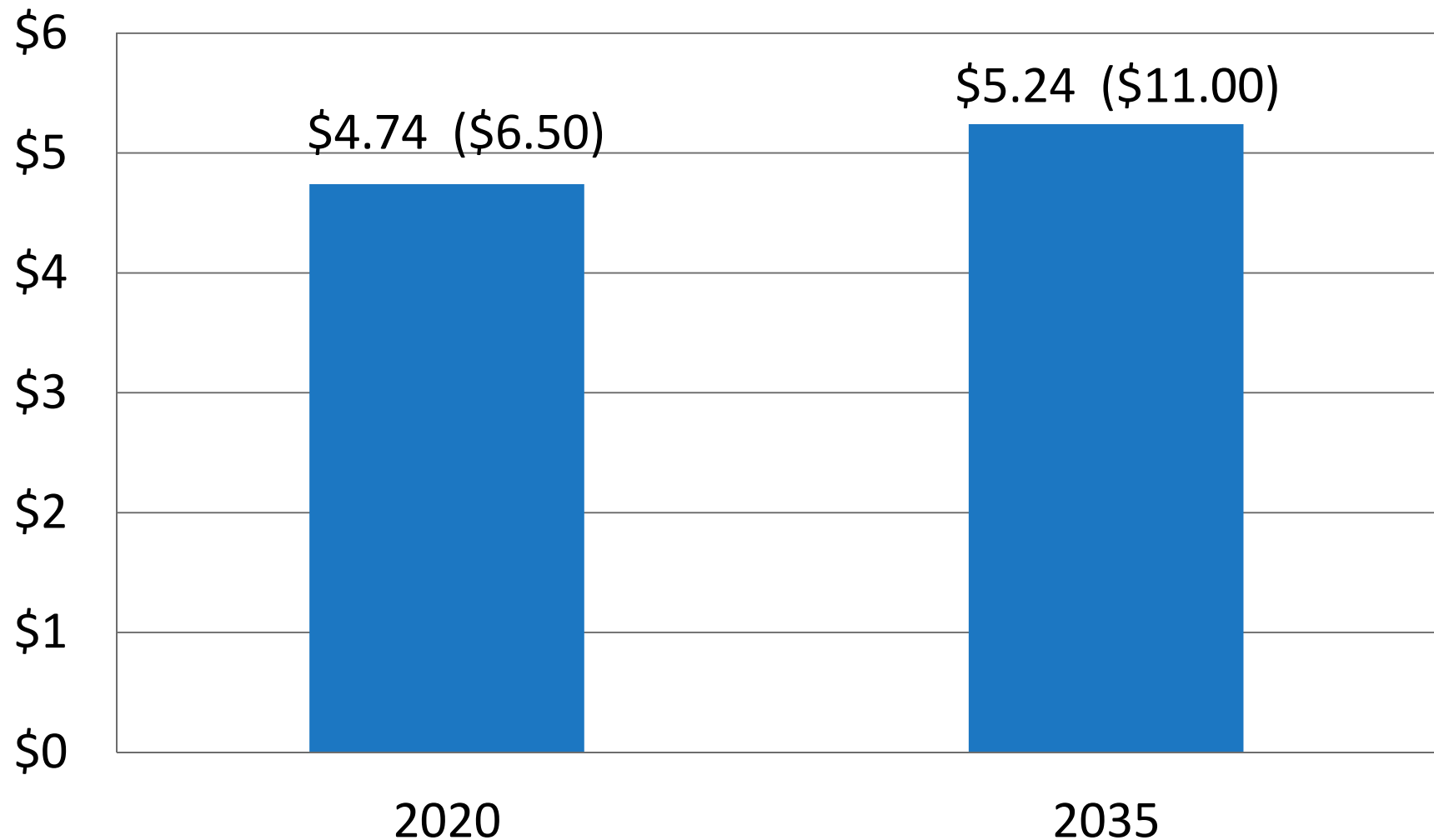
Alternative C – What are we looking for?

- What impacts (beyond business as usual and compared to the balanced alternative) would additional land use balancing and transit investments achieve?
 - How much higher will transit mode share be, especially to and from downtown Los Angeles?
 - How many trips are eliminated?
 - How many additional carpools did we incentivize?
 - What is the reduction in VMT?
 - What is the reduction in congestion?
 - What are the reductions in pollutants and GHG emissions?
 - How does this impact conformity/SB 375
- What will be the potential impact on our economy?

Alternative D

- Uses Alternative A as the base for both transportation and land use
- **Fuel costs double by 2035 to \$8 per gallon in 2011 dollars due to supply/demand imbalances**
 - **\$8 per gallon represents fuel costs growing approximately twice as fast as consumer price index**
- \$8 per gallon in 2011 dollars is about \$16.80 per gallon in nominal dollars

Fuel Price Assumptions Agreed To By MPOs



Expressed in per gallon in 2009 dollars

Alternative D – What are we looking for?

- What impacts can we expect from a further significant spike in energy prices?
 - How does this impact conformity/SB 375?
 - How much higher will transit mode share be?
 - How many trips are eliminated?
 - What is the reduction in VMT?
 - What is the reduction in congestion?
 - What are the reductions in pollutants and GHG emissions?
- SCAG may consider including a discussion in the RTP/SCS of potential implications of significant energy spikes occur.

Next Steps

- Continue discussion on alternatives and financing options at Oct. 20 Board workshop
- Policy committees review and recommend preferred Alternative to the Regional Council at the Nov. 3 meeting
- RC approves release of Draft 2012 RTP/SCS for public review and comments at Dec. 1 meeting
- Public Outreach Workshops continue January-February
- Public Comment expected to close February 2012
- Regional Council reviews public comment and approves RTP/SCS on April 5, 2012 for submittal to State/Feds